ANOTHER ICE BLOCKADE.

Immense Floes in the Harbor and Rivera

FERRY DANGERS AND DELAYS.

People Crossing the East River on Foot.

THE SOUND PASSAGE CLOSED

Amusing Scenes Along the Wharves and

This winter has been of a fashion to make Amerteans wonder whether our climate will be at all latitude of Southern Europe, and the Guif Stream, perate condition, almost washes our entire Atlan-tic coast; yet, year by year, more such is required to keep our fires alive; the winds sweep down upon us with less respect, and the dead heats of summer are more enervating. This change of climate has been ascribed to the swamps, marshes and flat lands. The woods are the reservoirs of moisture and evaporation, and so are the swamps. As the eastern portion of the Continent becomes more densely innutited and the lands rise to value we feel the extremes of heat and cold the more. The present winter has been compared only to the winter of 1835, forty years ago. The Sound and the great river which mingle their waters on the shores of Manhattan Island have both been frozen over. There has been more sleighing during the expiring season than has ever been known in these parts.

SWEDEN AND RUSSIA are brought to mind by the variety and number of the sleigning equipages which have dashed through our streets, through our Park and into all contiguous sections of the city. The character of the street has been profligate in the loss of lives of draught animals, and last Wednesday the fronts of houses along whole blocks were literally cut in ice and glistened as if the profiles had been moulds to catch the troots.
"Arrah P said Mrs. Muldoon, yesterday, "New

York never was made to be a big town. It is all no town and down town, built along the point and nest of a lance, with two or three big cities across the water which are sout off every time there is a great fog or a heavy frost."

Mrs. Muldoon was not at fault, for had the average man been consulted in the foundation of this city he would have objected to a topography where the substratum is hard rock, difficult to be drilled, the profile hard and irregular stone, frequently pierced with little dried up creeks, which make the hollows, increase the grades, and the adjacent parts separated by

FLOWING AND DIFFICULT RIVERS. which on days like yesterday forbade the citizens of Brooklyn or Jersey City to quit the Island of Manhattan, unless prepared to stand hours on the flood ramming at the ice floes and moving

hither and thither by the tide.

In a more romantic sense, the great frost was a compliment to the sternness and energy of our climate. There was the little river which divides us from Brooklyn, and so narrow that two stone piers, nearly completed, threatened each other across the narrow gorge choked up with ice there were powerful steamers, habituated to encounter every obstacle in the channel, kept fast to their slips all day. After ten o'clock no vessel left Wall street terry except to be entangled in the ice, lying a helpless object in the sight of men and gods. When business had closed in New York, and the mighty multitude were precipitated apon the ferry sibs, there they stood, surveying the lew drilling towboats, tugs and fleets in the narrow channel which had just cut enough of a passage to keep pedestrians from residences. On the North River things were even worse, unsettled by the rain of Thursday, the ice had begun to crawl down the current, and at the turn of the tide was resisted by other great patches of ice moving upward, and although the temperature had fallen yesierday morning, the irresolution of these ice floes made a gint and all the mighty river was bridged over with something scarcely reliable enough to tread on but the enough to stop the largest flotillas. It was a west wind that did the work. The Beecher trial was suspended by reason of the ice gorge. Passengers on trains from the South and West waited hours at Jersey City looking at the metropoits, while its spires and profile seemed to exclaim in while its spires and profile seemed to exclaim in all the bells which were rung on the frosty air. "Thou art so near and yet so tar."

FEBRYBOAT LIVING on Manhattan Island is a very great portion of our daily regimen. Nowhere in the world is there sucd a splendid fleet of ferryboats. The power of the engines, the fleetness of the vessels, the individuality and Americanism of the whole ferry outfit are in the highest degree inspiring and enlivening. It was strange to see these great turties of boats chinging to their piers, too timid to venture out, or if venturing, soon entangled in the drifting ice, helpless automatons at the mercy of the tide. Poor old Staten Island was an abandoned land in yesterday's cold weather. Word ville and New Brighton that the best way to reach the city was to cross over on the ice between the western point of the Island and Latourette. There all day yesterday vehicles were moving with double horses. About midday the Eas River became thronged with pedestrians. Boys were skating; despatch boys were speedily crossing over. Women, vagrants and ne'er-do-wells were all in motion, and the citizen or visitor of New York standing on the shore beneld in Brooklyn a foreign land to all intents, its tail stone bridge pier standing impotent in the cold sky, the profile of the houses bleak and sloot. while between, like the host of Pharaoh venturing over, uncertain of the moment when the waves would roll up and inter them, the listless, laughing shores. There would have been jun all day except for the obstinacy of the iron rams and tugs which insisted upon keeping some open channel in order that schooners and barks might be towed up and down. But this channel speedily closed up, for there was a hiatus in the passage of steam vessels, and then the multitude kept on as befere, risking, moving undismayed by flood and neid in order to have it to say that once upon a time each individual of the set had crossed the

"raging danal."
THESE DANGERS of the rivers which divide the various parts of our integral population only hasten the necessity for our complete connection. To make New York an everlasting city both the rivers which divide it and bridged. Aiready we see the ferryboat an impalpable and lading object in our lands-cape. The necessities for such a city as ours are so much greater than the obstacles to the compiete association of the city that we appear to be you the eve of a quiet, steady and assured prosecumon of a large beries of inter-communication The real estate around New York will acquire adlitional value by such a series of improvements
atmost imperial in extent and incomputation in
wealth. Few great cities have such a
picture of imposence as the spectacle of
the richest merchants of New York and the
most sumpthous residents of Brooklyn, gazing
over our piels upon homes whose inmates perhaps look from the windows with field glasses and
recognize the incaments of their octoved ones
entirely unable to make their short daily transit
on the flood, and perhaps reduced to a contemprite room in some hostelry with the added
temprations of an enforced night away from the
family restraints.

ON THE NORTH BIVER. The real estate around New York will acquire ad-

Since the winter of 1852-20, the good citizens

memorable year of 18:5, when the fludson River was trozen over within the present city limits, and sieighs and wagons made a regular thorough lare of the ley bridge. Many of the readers of the Herath will, perhaps, remember that remarkable epoch in the history of Manhattan tsland. Sleighing parties were organized, tents were pitched upon the lee and thierant vendors did a thriving business. The only other example in temperate climes of such an unusual event was the freezing of the river Thames in that never-to-be-lorgotten winter when Leddon

Thames in that never-to-be-lorgotten winter when Lendon

HELD HIGH CAENIVAL

upon the trencherous loc, which had attained a thickness of two leet. Huge bondres were built upon the slippery surface, oxen were roasted whole and the city generally had a grand folinfication over the wonderful event. Booths were erected on the loc in the vicinity of London Bridge, and for days a repetition of Greenwich Fair under these novel circumstances conduced to the good temper of the metropolis and to the profit of its innkeepers.

While New York cannot exactly claim such wonderful experiences, yet it may point with pride to its grand Budson, and, as a rule, defy the elements to impede its navigation. During this year, however, Father Whiter has been in an unusually bad humor, and the North River, in spite of all rule and precedent, is now blockaded. The

UNPARALLELED ACCUMULATION OF ICE CNPARALLELED ACCUMULATION OF ICE CONSISTING AUTOR LEAVE CONSISTING THE MEDITING THE WHOLE OF YESTOPHRY. Early in the mornings he wind set in from the westward and blew a gale during the entire day. As a natural consequence the ice was heaped up on the New York sine, while on the Jersey shore the channel was quite clear. The flood fide constitued during bout three of clock F. M., and up the river as far as Christopher affect the ice was banked up in huge misshapen masses, extending 200 or 360 yards from the New York wharves. Become that a large floe of clear, smooth lice extended nearly hall way across the river, and on this several receives men and boys were skating and shiding. It is no exaggeration to say that, in some instances, the ice was heaped up in masses of ten or twelve leet in height. The repeated attacks of tugs and other river craft have piled the cakes one upon another intil the most picturesque and extravagant spectacles have been presented. Acout two o'clock yesterday alternoon a large floe was sailing up the river and upon it was seen a perfect similitude of a

river and upon it was seen a periect similitude of a Boy and a bog.

Spy glasses were in immediate requisition, and much solicatine was expressed for the unfortunate voyagers, that the debision was discovered, and it was made apparent that the spectacle was a simple mirage, caused by the rays of the sun falling upon a grotesque cake of ice. At no period during the day did the recebang up on the Jersey side. As far up as Christopher street there was clear water over half the river.

Above that point the ice was uncertain. It would sometimes come warring against the Jersey shore and then bound off to the middle of the stream. The captain of a tupboat, whose duties called him as far up as Fortieth street, said that he could not understand no such ice, no haw? He had been running on the river for nearly twenty years and he never had seen such a state of affairs. Further up the same scenes were presented.

of addars. Further up the same scenes were presented.

THE SLIPS WERE FROZEN
fast, and the canal boats and lighters remained helpicisty alongside the whatves, encased in an loy armor. Several crait were caught in maistream by the floes and dritted almessiy along wherever the loe chose to take them. Some small vessels dropped anchor, but it was of no avail, as the remorseless ree quietly brushed aside such slight impediments and carried everything before it. No lerries above Caristopher street were able to run at all. At eleven A. M. a lerryboat from Forty-second street attempted to cross, but was imprisoned by a floe and drifted to the foot of Thirty-loarth street. As there was no possible chance of making the passage the boat returned to her dock, happy to escape with no more serious injury than the loss of a few buckets from her paddle wheels. The Twenty-third street ferry did not run at all, wisely concluding that discretion was the better part of valor.

FURTHER DOWN THE RIVER.

cluding that discretion was the better part of valor.

FURTHER DOWN THE RIVER. The boats were able to make irregular trips. At Christopher street much difficulty was experienced in getting out of the slip, but the boats managed to ran on half time. The other Hoboken ferry, from Barclay street, was not so fortunate, and much delay and vexation was experienced by traveliers. The James Rumsey, leaving Hoboken at seven o'clock yesterday morning, returned to the wharf for coel. This being supplied, she steamed without mindrance nearly to the New York side, but on arriving near the slip, found it impossible to enter. After much magnaving she managed to effect a landing at Chambers street and then returned to Honoken. The Hackensack had a specially hard time. She let Hoboken at twenty-five misutes to eight A. M. and after repeated attempts to force a passage she was obliged to return. The Secancus then took her piace and succeeded in making two trips. At half-past eight the Weenawken became last in the ice at the hend of the sip and consumed five hours before making a landing. At the Eric ferry the same trouble was encountered. The Pavonia and Susonchauna were delayed more than an hour in the centre of the river. At the Central and New Jersey ferries the boats managed to run, but with great irregularity. A luil hour was consumed in each trip, and West street, in consequence, was blocked with vehicles bearing ireignt for transportation.

in each trip, and West street, in consequence, was blocked with vehicles bearing freight for transportation.

At the Staten island ferry, from the Battery, the boats were greatly delayed. The Northdeid was torced to land her passengers at one of the North River pleis, after which she managed to gain a return in the sip of the Humiton lery. One of the Staten island boats managed about two o'clock P. M. to reach a point within a few yards of the entrance to the sip, and the passengers congratulated themselves that they had successfully made the uncertain passage. A huge foe, however, disappointed the hopes of the sanguine volagers, and the boat, after much oulfeiting by both wind and ice, was forced to

sciously approached the abyss, and in a lew seconds

A SPLASH WAS HEARD,
and a dripping form showly crawled upon a friendly cake. Wha a reproaching glance at the unstable toe the young Arao slowly unbuckled his solitary skale, and, clambering up the whari, he rapidly travelled home. Of his after fare the reporter has not heard. No accidents of a serious nature happened during the day. The whiring ice in the slips injured the radders of a lew small craft, but no important damage was done.

Should the wind change and blow a gale from the southeast or southwest abother "ordige" may be formed across the Hudson, and doutless in that case many more valiant adventurers will attempt the passage.

Last hight, at hime o'clock, the ferries had resumed their regular trips. At Barclay street ho dimedity had been experiences after seven P. M. The cbb tide and his moderating wind had cleared the river from the worst of the floating ice, and the boats were able to make nearly their schedule lime. At Cortlandt street the same improved condition of adapts were ally against the same improved condition of adapts were ally against the same improved condition of adapts were ally against the same improved condition of adapts were ally against the same improved.

time. At Cortiandt street the same improved condition of adarrs was duly appreciated by the passengers, and the boats ran regularly every twenty minutes, losing only five minutes on each trip.

AT STATEN ISLAND

the ice blockade continued during the day. In Staten Island Sound the ice was at least a foot thick and people were constantly crossing to New Jersey with teams, and on ice boats and skates. On the east side of the island, at Chiron, the ice in many places was pred upon the beach in neaps of twenty lest in height, driven in shore by the cob tide and the strong wind. The railway lerryboats had a hard time in maxing their times.

The Notoriology wissifiath, upon her first trip up, was obliged to land her passengers at the foot of Canal street. North River, and the teams were taken back to the island, as it was impossible to land them. Again, at ten A. M., the Westleid was lorged to land her passengers and teams at the New Jersey Central Railroad sirp. In the alternoon, on the cho tide, the boats ran more regularly. The quarantine lospitalismy, which was correct away from her anchorage at Coney Island on Thursday and reanchored in the modie of the bay, was boarded yesterday by seventeen men from Tompkinsville and towed in to that place by ine quarantine steamer N. K. Hopkins. A number of lerryboats and other crattwere leebound in the upper bay during the forenoon.

The crowded moroughare leading from the fer-ON THE JERSEY SIDE.

were ignorous in the upper bay during the forenood.

ON THE JENSEY SIDE.

The crowded incroughture leading from the ferries in Jersey City yesterday was one of the unpleasant consequences of the less blockade. The
boats were utable to plough their way through
the dosing masses of les except at long intervals and navigation during the greater part of the
forenced was by the Desbrosses street line prelected to take the cortainal street toats, and in
the end this course proved the most expeditions.
The Destrosses street boats were running with
such irregulanty that passengers to the South
and west from New York were colleged, in order to
reach their trains, to take the cowntown lerry.
Considering the severity of the les blockade it is
wenderial now the boats have escaped serious injury. Only one boat has run on the Cortain the tweline after time ofclock at night during the past
two weeks. The Central lerryboats were comparatively the most successful, especially
when their diagonal and dangerous course
is taken into account. The passengers
on this line were not successful, especially
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on this line were not successful, especially
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ferryboats have done better than in former years.
Not one has sustained any serious injury, although they have been kept running to meet all
the eastern and western bound trains. The passengers for the uptown district all cross by Chambers street, and will continue to do so till the
river is freed from the fleavy masses of ice. The
whatves between the Eric and Pennsylvania Railroad terry are crowded with simpling since it
has become too flazifous to anchor in the river.
The USION PERRY COMPANY
virtually sus

running very irregularly, and had been more or less detained by ice, to the no small discomfort of people who wanted to go to bed instead of haddring in high excursions up and down the East River. Indeed, so disagree-tole did these experiences become that many Brocklynties remained at hotels in this city in preference to reaching their God forsaken city bymneans of Union Ferry Company bouts. This has been done to no small extent by theatre parties and persons who have been delayed in one way and another. In fact, reaching Brooklyn nowadays has become so problematical that Brooklyn residents obliged to come to New York are beginning to think it would be cheaper to take rooms here by the month. And it would if this style of things is to last much longer. The larger quantity of the fee came up during the morning with the flood tide, and at that time crossing, while, being difficult, was nothing so hard as it became during the later portion of the day. Still it was not an easy matter even then. The ferryboats were in many cases out of their routes and reckonings, and were carried in directions very different from the ones they intended to go. The boats of the South and Hamilton ferries were more particularly in trouble, and the boats of the latter were constantly in hot water through being in such cold. THE VOYAGE OF THE PACIFIC Vesterday was one of the most remarkable. This noble craft left the New York side at seven o'clock, and made a desperate attempt to reaca Brooklyn. First she went one way and then another way, going forwards, poiling oackwards, at one moment inuning away from the onstaught of the ice and at the next bravely bucaing her nose against it in an imponent attempt to stop the will of nature. As was naturally to be expected the ice won the day and then day and then be another way, going forwards, and the form Pacific was carried one way and another reaching the Brooklyn Navy Yard at one time and again returning along shore until, after several attempts to and at Futon ferry, wall street and wintenh

street and Whitehall slips, she made the latter at hall-past eleven o'clock—a pleasant little trip of lour hours. She then attempted to return and went through almost the same variety of accidents and adventures, at length reaching, instead of her slip. Prentice's stores on the Brooklyn side, where the passengers were only too glad to get off and where she took on another load all leeling that it was a mere matter of luck whether she ever succeeded. By this time, however, the trouble had become greater than ever, and after several ineffectual attempts sho returned to the Prentice dock, where she was very soon loed in without nitriner appe of extrication. The boats of the Hamilton ferry were less adventurous than the Pacific, but no less unfortunate. They made repeated endeavors to get across, but to no purpose. In one case a boat being taken solidly around by the less in the middle of the stream and there held. The Superior had started from this side at one o'clock in the morning, and had vainly struggled to get over. Falling in this, she struggled to get over. Falling in this, she struggled to get over. Falling in this, she struggled to get over. Helling in this, she struggled to get over. Falling in this, she struggled to get back. But this altempt was equally ineffectual, and she only made matters worse and was soon surrounded by ice. She was

A MERE HELPLESS HULK.

And was carried, in spite of her own volition, up toward Wahanout Bay. Here she remained, again turning around, endeavoring to find a passage in every direction, but absolutely to no purpose. In the meantime the fuel and the gas and the supply of water gave out, so that the passengers nearly iroze to death. It was an unpleasant night or plagues. Actually within a lew feer of the shoot the was intended to the docks.

The boat finally reached her wharf at nine o'clock in the morning. About the same time o'clock in the

would be successful. When, however, about tweive, the great care office which stretched from one shore to the other of the river moved up the further brogress of these boars was stopped altogether for a time. Subsequently, when the ice bridge had formed and its outer edge was just below the sips of the Fulton ferry, on the Brooklyn side, the boars succeeded once more in making regular trips, but not, however, to the regular silps on this side, as they were completely mil of large and small pack ice. These boars ran and continued to run all day to the Catarine ferry, maxing trips of not more than five minutes in length, and ruthing just along the edge of the ice, which they made no attempt to touch. The Williamsourg ferries, just above, had been in a great plight during the entire mothing. The Superior was some futly leet from her dock and there remained for some nours, mable to land her passengers, until a tug came alongside and took a number off, charging them twenty-five cents for conveyance to a pier or dock near by. Some of these boats also had great trouble in getting from one slip to another, creaking their way torough the Ice for so long a distance. The only way they succeeded at all was by creeping along the New York shore, and when opposite South Seventh street making a bold dive across, sometimes reaching and more frequently not.

A BOAT ARRIFT.

The barticular soot at which the greatest difficulty seemed to occur was just opposite Grand street, New York. The Warren, of the Williamsburg line to New York strated on her trip about ten o'clock, and upon striking the field of ice immediately in front of the slip came to a dead stop, and, as bad luck would have it, got ber beam in the "centre," thus rendering her engines practically useiess for the time. In this manner she helpiessly drifted up the river, going with the tide and the ice. It was evident if she got much uurther the pressure of ice would be such upon her that she would not be able to get out until evening, with the each to some time, until th

done, and the passengers, who were almost ex-clusively ladles, received a very great fright, which almost became a panic. Several of the gentlemen present, however, with great presence of mind, averted a calamity by keeping order. The landing was made by a combination of meth-ods, the trip having taken over two hours to ac-complisa.

complish.

The Hunter's Point ferry was delayed also to a great extent; but, adopting the same tactics as the Williamsburg ferry, succeeded in making a passage for some time.

MORE ICE COMING.

At about eleven o'clock an immense field of solid

At about eleven o'clock an immelse held of soud ice, smooth and white, swung around the Battery from Governor's Island, and advanced up the East River with the tide, swinging over toward East River with the tide, swinging over toward Brooklyn and pushing an immense amount of small back ice in its van, which rose up into small hills, averaging several feet in height. These were pressed up against the piers on the Brooklyn side, while the large field receiving a stop, swing around toward the New York side, and soon touched the Mauhattan shore. In half an hour from the first appearance of this field the fee bridge was complete. This completely settled all the lerries below Catharine on the New York side.

York side, and soon touched the Manhattan shore. In hair an hour from the first appearance of this field the ice bridge was complete. This completely settled all the ierries below Catharine on the New York side.

CROSSING THE ICE.

Soon after the bridge was formed several small boys cautionsly descended from the pier at Peck sing, tried the ree and ional it fold. Then, venturing out a little jurther, they still found the ice good and wenturther, they still found the ice good and wenturther, gradually running over very hear the Brooklys side. Immediately the news got round that another ice oridge had formed. Crowds immediately gathered on all the piers and began to wa co the sport. Many began to gather on the ice. Some put on skares, others had sleds, and some bad ladders, on which they made a charge for getting down to the ice. In an hour from the first announcement of the news fully five hundred persons were on the shippery surface at one time. Among these was the writer, who wishing to do the thing inxuriously, rented a sied and the services of the two owners thereof to take a ride to Brooklyn. It was certainly very smooth and very nice but entirely without incident until the Brooklyn shore was almost reached. Here the ice was small and treacherous and a gap now and then suggested itself. A long detour had to be made before a landing cound be effected. It was a matter, indeed, of no small difficulty to make one's way among the bounders without taking an involuntary bath. Many did take one and, after they had emerged, looked for a few moments like nuge crystallized loidpops, and stif ones.

The crossing of the lec continued for full three hours and a hall, and there was not the slightest danger in it. It was thek, smooth, and mis one cases seven or eight people would tumble over apon it. The sport was as secure as it was pleasant and novel, and an went on very well until a ferryoos, the captain of which must have been a particularly obstinate man, began deliberately to force he was moving, so that actually the

on board and were taken over to Brooklyn, the charge being twenty-five cents apiece.

Then the large field organ to move. There were still on it two men with a dog, another man some distance off and four men over toward Brooklyn. These last succeeded in reaching Martin's wharf. The two men with the dog were still apparently uncertain what to do. The fee was moving with the full strength or the ebb tide, and on its edge was a tugboat and two barges. The two men made a run for them, jumping on board with the dog just as the fee cracked beneath their feet. One remained, and he was in a very unpleasant position, as the fee around him appeared about to separate. He tried to go toward the tugboat, but apparently found it unsafe. He threw up his hands in despair. The crowd on the docks shouled to him and he ran toward them. He saw that here the ice had separated, and then he ran off toward the Brooklyn shore. He appeared to be completely honolussed, as by his careful movements at times he showed that he was alraid to tread too heavily. At length, finding a strong place, he made a detour, and, risking everything, ran for the tugboat. He fell in a little, just before reaching it, but, recovering himself dexterously, he put his foot on a piece of ice, which gave way beneath him, but not before he had made a bound to the tugboat and been caught in the men's arms. Not a soul remained on the ice, which now slowly and majestically floated down toward the bay.

At Blackwells island.

benesta him, but not before he had made a bound to the tugboat and been caught in the men's arms. Not's soul remained on the loc, which now slowly and majestically floated down toward the bay.

AT BLACKWELLY SILAND.

The ice formed a bridge at Blackwell's Island yesierday afternoon, and nundreds crossed over. The Minnehannock, the Commissioners of Charities and Correction's boat, was hemmed in by ice and was unable to move for some hours. Strict watch was made that no prisoners escaped from the Penitentiary across the bridged river.

For the first time since 1847 the Sound below Fort Scanyler has been bridged over with ice so that men have crossed. Yesterday this bridge was compited and soid, and it is probable that the boats from Fait Siver and Boston will be obliged to take the outside passage, as was done for one month in 1847. The ice was packed very securely, and ah around Hart's Island, City Island, &c. the ice is very thick and secure, and will so continue to some days, unless some extraordinary change are collected another to the North River of one side and the Sound on the other. The ice, generally speaking, has a consistency of some two feet or more. Boats were unable to break through it yesterday afternoon, and the regular Sound boats aid not start.

The scene at Flushing Bay and all along the Long Island shore, as ar up as Oriental Grove and Sea Chiff Grove, was a most remarkable one, in view of the lact that clean sacets or ice are selaom seen in that region. The waters, usually covered by shipping and a favorite regatta ground for yacid squadrons in the summer, were yesterday glassy and rigid in ky letters. No sign of salling vessels was visible and the absence of the Sound steamers was a novelry initisel. The inhabitants of the visions islands and yet the gray afternoon and the remarkable one, in view of the sall and a sall and a such a series of salling vessels was visible and the absence of the Sound steamers was a novelry initisel. The inhabitants of the visions island and really waters of Hel

WHERE IGNORANCE IS BLISS, &C. where ignorance is bliss, ec.
Said he, "I don't know nothing about no escapes to-day from over the way. I havn't got any word about it. I saw bundreds of people skating near the Island, and I thought it would be very easy for any prisoner that was not watened to get across. The ice was not solid up here, but lower down. Sorry I can't tell you anything about it, but it I don't know anything about it there's no good in trying, Is there?" With this reasoning the reporter went on his way lower down the river, in search of other sources of information. The next place found, after groping among the rocks lining the side of the East River, was a German brewery at Fity-second street, and the reporter asked several Germans there employed If they had seen any of the prisoners escaping over the ice. To this they replied:—"Ach, mein Gott, yes! Many man's runned away from over dere, but we no see 'em-vone freund von mir." Tell me all about. Mooch peoples on de ice mit schlitschuen (skates)." Knowing that this information was not definite enough for the readers of the Hithald, the reporter continued his way along the "beach," as it is technically called, to Murray's boathouse.

Murray's is a well known institution to the boating fraternity, and is situated at Fitty-first street. and is perched on a rocky elevation, and from Said he, "I don't know nothing about no es

ray's boathouse.

Murray's is a well known institution to the boating irsternity, and is situated at Firty-first street, and is perched on a Focky elevation, and from here the disciples of Esculapius take boat to go over to the Various institutions in the river. Patrick Murray, the bother of the proprietor, was found at nome, engaged in conversation with several pilots and other sea and river faring men.

Patrick Murray's Statement.

"Me and Jim here (Jim Benson, a hospital orderly) was the first to cross over the ice. When we were slushing through it we saw a man spring down from near the Charly Hospital dock and run as it the devil was after him for the New York shore. Before he started he was pushing a cart, which, I think, either contained coal or ice. As soon as the ice field came alongside the Island he rushed for it, and mad almost arrived at New York before the keeper had time to run to the Warden to have an alarm telegraphed over to New York. As he passed us at some distance he shouted out, apparently in a very nappy mood, "fills is Beffer Than Five Months."

"By five months he meant, I think, that that was the unexpired time of his sentence. He got ashore at Fitty-third street, and I have no doubt managed to escape, as his oreas is very little conspicuous. He wore the workhouse ciotnes, which consist of a dark gray lacket and trousers; he wore his own cap. He appeared to me to be a man weighing about its name was Martin Hugnes, but that he was also called the people that they shound not appread; but I know nothing about it, Hundreds of boys and men were on the ice skating, but after the escape, the keepers stood on the side of the Island and told the people that they shound not appread; but nothing about it. Hundreds of boys and men were on the ice skating, out after the escape, the keepers stood on the side of the Island and told the people that they should not appread within fity feet of the Island. I think this distance is laid down by law. The ice was strongest between hair past two and four o'clock. It extended from Forty-sixth street in one cake to Fity-third and Fity-fourth streets—a break existed at Fity-first street. I think some people waised over to Greenpoint, it was a wonderful scene. A number of women ventured on the ice, boys were skating and sliding, and a number had brought seigns with them. Some parts of the ice were very wet, and I several times went over my ankie. The ice oringe did not go further north than Alien's Foint. I have never beard of people crossing from New York to Blackwell's Island before. The ice came up on the last of the flood tide and the cob had haif run out before it broke up into smaller cakes, and several people had narrow escapes of their lives in jumping from cake to cake to get ashore. Police captain Mount sent ward detectives down here and had a patrof of police put on to prevent escapes of brioners. The ice was broken through by the steamer Narragansett before four o'clock, and the steamer Eim City followed in her wake."

Department of D

To Commissioner BRENNAN :Have loosed out for that; no escapes. Ice bridge been broken by steamers Narragansett and Galaica...

J. M. FOX, Warden. WHAT THE POLICE HAVE TO SAY.

A HERALD reporter called at the Fifty-ninth Street Police Station has evening and learned that no aiarm had been received up to that time of any escape from Binackwell's Island. Wires have been laid communicating with all the

to remain in ignorance of the escape by the keepers.

Sergeant Hamilton stated, however, that Captain Mount had sent several officers down to the river to guard against the possibility of escape.

Up to about eleven o'clock the ferryboats on the East River made very fair time. No accident occurred to any of them, and no great danger threatened. After twelve o'clock the lee began to come in rapidly, and the boats became almost unmanageable from the great pressure of ice, consequently trips were made irrespective of time. There was little difference in the running time of any of the ferryboats, and although no accident happened beyond the fact that a couple of tugboats were stack in the Ice and both somewhat crushed, there was, as the captain of an ocean stesmer once remarked, a great amount of fear and much asking of Providence for a sale deliverance.

ICE TROUBLES IN MASSACHUSETTS. EFFECTS OF THE COLD IN BOSTON-NUMEROUS ACCIDENTS IN THE STREETS-THE HOSPITALS CROWDED-STORIES OF SUFFERING AND DANGER AMONG THE FISHERMEN-SHIPPING DISASTERS-ICE-BOUND LIGHTHOUSE KEEPERS.

The blast "from Greenland's icy mountains," which has been so keenly lelt here last night and to-day, has been more disastrous and attended with more suffering than any other cold snap of the season. The temperature, according to the mercury, has not been so irigid, but it seems to have been more penetrating. This, perhaps, is due to the fact of its succeeding the heavy rain and mild atmosphere of yesterday. Both in the city and in the country immediately surrounding ported, including no less than three of actual perishing. Throughout the city the sidewalks and the streets are one vast sea of ice, and locomotion to pedestrians is attended with much peril; instances of fractur ed limbs and other injuries by failing have been reported hourly at the station houses and the hospitals are having numerous acquisitions of patients requiring surgical treatment. Indeed, such a condition of the streets was rarely if ever before witnessed, and the inconvenience and dangers of travelling are increased many fold by the almost unparalleled severity of the weather. The effects of the storm are very perceptible in the harbor and along the coast. The amount of suffering and disasters in the harbor accumulate rapidly and will probably continue to multiply during the next twentyfour hours. None of the ferries have suspended, but their trips have been made with difficulty and irregularity. The storm last night melted away a large portion of the ice around the wharves, but the frigidness of to-day is forming it anew, and in the fields will be comprised many huge drifts. which will render it ten times more dangerous and obstructive than before. The flats are firm, and many of the wharves where the ice had begun to break away are rapidly freezing up again.

The gale of last night and the cold of to-day have been disastrous for the fishermen. Many of them were caught in the bay and were unable to reach a harpor on account of the ice and strong head winds. Some forty of these little vessels, measuring from fifteen to thirty tons each, were off the Cape fishing on Taursday and were overtaken by tne gale, when they made an effort to reach a har bor, but the drift ice having accumulated to such an extent in the vicinity of Provincetown-the nearest place of shelter for them-they were went ashore on Wood's End. Fliteen other vessels belonging to the fleet were badly frozen in the ice, and were dritting about helpess in the bay surrounded by the ley barrier. As soon as information was received to-day of their exposed position Collector Simmons promptly ordered the United States revenue steamer Galiatin to proceed to their assistance with an ample supply of provisions in case of need, for it is likely these market fishermen have but little food on board to eat, as they are usually fitted out only for a short cruise, having each a crew of five or six men. The cutter left the city at ten o'clock this forenoon on her humane errand. The haddock fishing schooner Wyoming, of Gioucester, went ashore this morning at Wood's End light, and will probably be a total wreck. Another fishing schooner, the Charles P. Thompson, reports the loss of one or her crew. The schouler Abby J., of Boston, Captain McShay, one of the fishermen bound in, got into the ice and was carried ashore on Spectacle Island, where she remains full of water, and apparently bliged. The crew were rescued by the steamtug Nellie and brought up to the city.

The schooner Western Star of Barnstable, Canice, and were druting about helpless in the bay

DISTRESS AMONG THE FISHERMEN.

rescued by the steaming Neille and brought up to the city.

The schooner Western Star, of Barnstable, Cap-tain Crowell, was carried ashore last night in Hyannis Harbor by the ice, and remains on the rocks.
A later account says the Gallatin succeeded in

A later account says the Gallatin succeeded in the bay to-day, and at last accounts was at work upon the others.

The schooner John Rummell, Jr., of New Haven, was driven ashore this morning on the outside of Cape Cod. She was bound from Mosquito Inlet for Boston, and had on board a cargo of live oak timber for the Boston Navy Yard; one man was lost overboard and all the crew were terribly frozen.

A ROGGH VOYAGE. A ROUGH VOYAGE.

A despatch from Fortland states that the brig Machias, Captain Bartier, from Cleninegos, January 12, arrived in the lower harbor in the midst of the storm last night. She has had a very nard passage. Tweive days ago she was off this port, and was driven off by the fietce gales. Her men suffered terriby and got short commons, subsisting for several days on raw beel. One of the crew was so badly frostbitten that he will have to go into hospital. The vessel was so iced up yesterday that the whole crew had to be employed cutting the ice from the vessel and rigging.

PERILS OF A LIGHTHOUSE REEPER.

On Wednesday morning Captain Seideu, of the revenue steamer Gallatin, while coming out of Plymouth harbor discovered a signal of distress flying on Duxbury pier light. The lighthouse was so surrounded by ice that it was impossible to reach the pier with a boat. The vessel was therefore steamed through the ice near enough to converse with the keeper, and it was found that he had had no communication with any one outside of the lighthouse since December 22, 1874. He said that his juel and water were out and that they had been on an allowance of a pint of water a day since February 6, 1875. The captain steamed the vessel through the ice to within some fifty or seventy-five yards of the pier. when Lieutenants Weston since February 6, 1875. The captain steamed the vessel through the tee to within some fifty or seventy-five yards of the pier, when Lieutenauts Weston and Cnayton, with the steamer's boats, after two hours' hard work in cutting through the ice, succeeded in reaching the pier and furnished the keeper and his wife with pienty of wood and water. Doubtiess similar cases will be heard of, in the course of a day or two, from the long time of coast guarded by snow and ice.

WINTER ON PRINCE EDWARD ISLAND. INTENSE SUFFERING OF THE INHABITANTS-FENCES AND ORCHARDS CUT DOWN FOR FIRE WOOD-AN UNPRECEDENTED SNOW BLOCKADE.

Boston, Mass., Feb. 12, 1875.
A telegraphic despatch the other day announcing that Prince Edward Island is at present one huge snow bank gives but a slight idea of the suffering that must exist there. A private letter of the 4th inst., received in this city to-day, states that in some of the settlements the farmers find it impossible to get fire wood, and have been compelled to burn their fences, and in some cases to cut down their orchards. In one locality a barn broke down with the weight of snow upon it. Winter on the island is always a rigorous season, the fail of show being almost invariably great, while during a season, extending from about the list of December to April or May, all communication with the mainland is attended by extreme risk. A snow blockade, such as the one now reported, must be a very serious thing, as, although the island is not large, it is by no means thickly settled, the population being only about 100,000, of whom, perhaps, 20,000 reside in the larger towns, leaving only about 80,000 scattered over an area of something like 2,000 square miles. These lacts would seem to indicate that there may probably be some very serious consequences, especially as the island winter is seldom marked by very noticeable thaws. their orchards. In one locality a barn broke

THE COLD SATURDAY OF 1835 IN THE SOUTH. [From the Greenvale (S. C.) Enterprise, Feb. 10.] Monday, 8th inst., was the anniversary of the coldest day ever telt in the region of the Southern states since America was discovered. We have had real cold weather occasionally since, had real cold weather occasionally since, and it has been thought very cold for some days back, but has lacked twenty or twenty-five degrees of coming down to the temperature of the cold Saturday, when the thermometer was reported in Greenville as at 10 or 11 degrees below zero. Peach trees did not bloom that year. The largest china trees were killed down to the ground, like summer weeds, by early frost, in many parts of the country persons exposed to the cold during the day, were frozen to death, stage drivers in some places were taken dead from their boxes.

THE WEATHER AND THE WATER PIPES. An old fireman writes:—"Ine persistent cold is penetrating the ground so deeply that I dress representative of the Hunald withdrew.

institutions on the island, save the Smallpox Hos-pi'al. If Buches, aims McQuade, has really es-caped the Warnen appears to have been allowed to remain in ignorance of the escape by the might arise from it, he suggests that the plags be tried and thawed out wherever it may be found necessary. The suggestion is timely and wise, and if it has not already been anticipated and acted on by the Fire Department we most ear-nessity direct the attention of the commissioners to the matter.

The same advice is applicable here in New York .- Editor HERALD.

COLD IN CONNECTICUT.

[From the Waterbury American, Feb. 10.] We can doubtless rank Tuesday as the coldest day that has been, or will be, this season. The mean temperature of the day was about zero; but the cutting wind that prevailed made the tem-perature seem even colder than that. In Hartiord it was the coldest day since 1857, and probably there have been lew colder days here since the steepies of the Episcopal and Second churches were blown down. Certainly no suon sustained period of cold weather has visited us since that memorable year 1867, and never have water pipes been so generally irozen in this city. The com-bined cold and drought will mark this winter as one to be remembered. the cutting wind that prevailed made the

[From the New Badiord Mercury, Feb. 11.] The average of mean of observations of January

for sixty-three years is a little less than 28.4 degrees, which is 6.8 degrees higher than the mean of last January (1875), which was 21.6 degrees. The lowest mean was that of '1857, 18.6 degrees

The lowest mean was that of 1851, 18.6 degrees, and the highest that of 1863, 35.5 degrees, the difference or range being 16.9 degrees.

There have been four colder Januaries than that of 1875—that of 1840, 21.5 degrees, that of 1844, 21.4 degrees; that of 1856, 21 degrees and that of 1857, 18.5 degrees;

The minimum of January for the whole term of sixty-three years was, in 1859, 12½ degrees; the maximum in 1833, 64 degrees; the difference, or range, being 764 degrees.

The greatest range of temperature in January of any one year was that of 1859, 63% degrees; and

any one year was that of 1859, 63% degrees; and the least range that of 1820, 28 degrees. The mean of observation for the first nine days of February, 1875, was 18.11 degrees; the mean of February 9 was a small fraction (17-100) of a de-gree below zero.

A WOMAN FROZEN TO DEATH.

Yesterday morning the employes at the Kings County Lunatic Asylum discovered the body of an unknown woman lying in the yard of the instituner notined. Inquiries were made at the other ner notitied. Inquiries were made at the other county institutions in the vicinity as to whether or no one of the inmates was not missing, when it was discovered the deceased belonged in the Almshouse and her name was Martha Davis. So got out of the bunding about one o'clock yesterday morning, wandered across the heids, and, becoming benumoed by the cold, sank down and froze to deeth. Up to January 25 she was treated for epilepsy at the hospital.

AN ELIZABETHAN FROZEN TO DEATH.

Yesterday morning an Elizabeth policeman found lying in Port street the body of an aged man, stiff and stark, frozen to death. The unfortunato man proved to be Robert Donelly. It seems that, being semi-demented, he wandered away from home the evening before, and, losing his way, became benumbed with the cold, fell on the street and perished there. His dying groans were heard on Thursday night by a citizen, but the search of the latter failed to discover the poor old man.

HART VS. BOUCICAULT.

ANOTHER PHASE OF THE GREAT DRAMATIC COM TROVERSY-THE "SHAUGHRAUN" CLAIMED TO BE PIRATED FROM THE "SKIRBERAH."

Mr. Josh Hart, manager of the Theatre Comique, against whom proceedings are pending in the United States District Court, instituted by Dion tion for an injunction to restrain Mr. Hart from is pirated from the "Shaughraun," has carried the war into Africa. The latter has addressed a communication, which will be found below, to Messra. Boucicault, Wallack and Morse, in which he alleger the "Shibbeesh," and that its further performance at Wallace's will be an iniringement of his copyright of the "Skibbeesh," and cautions them to desist from its further representation. Mr. Hart also claims that the copyright claimed for the "Shanghraun" is unfounded in law, &c. This opens a new phase of the controversy and will lend additional zest to the matinée performances to-day, before Judge Woodruf, in the United States District Court. The following is Mr. Hart's carte to Bouccault & Co.:—

New York, Feb. 12, 1875.

DION BOUGGAULT, LESTER WALLACK and THEODORS DION BOUGGARIE, LESTER WALLACE and TEROPORS MOSS:

GESTLEMEN — I am advised by my counsel, Mr. A. H. Purdy, that the drama now being performed at Wallack's Theatre is an infringement upon my play of "skibbeeah," for which I have procured a copyright, and the proof of your infringement is that Mr. Boudicault, the slieged author of "shaughraum," has in open court admitted on his corporal oath that the purpose, plot, incudents, stage action, business, scenery, costumes and in many instances the language of the play called "shaughraum" are identical with the purpose, plot, incudents, stage action, scenery, business and costumes used in the play of "Skibbeeah." I am also advised that the pretended copyright of the "shaughraum" is unfounded in law, I, therefore, hereby notify and warn you to destitiom the public presentation of the "Shaughraum," if from printing of presentation of the "Shaughraum," of from printing or circulating copies of that play, or in any other way intinging upon my rights as author of the play of "Skibbeeah;" and I herewith distinctly inform all and each of you that a centinuance of infringement upon the "Skibbeah;" will surely receive the bennities provided by the copyright laws of the United States

I give you this early notice, because, as I am advised by my counsel, if I tail so to do, I may be charged with such a neglect and want of due diligence in the protection of my right as will prevent my appealing successfully to a court of equity to enforce them. Respectfully,

JOSH HART.

WHAT JOSH HART THINKS OF BOUCICAULT-"PYKE O'CALLAGHAN" FROM A VARIETY POINT OF VIEW.

The case of Bouckault vs. Hart, in regard to the rights of dramatic authors, has assumed such an aspect of notoriety that it threatens to put the summation may be halled with delight, as it is very inconvenient at the present time for New Yorkers to visit our sister city, even when the plaintiff or the mutual friend is undergoing the ordeal of a cross-examination. "The Vaga is now nitted against "The Hangman," and legal tive of the HERALD called yesterday upon Mr. Josh Hart to ascertain his views regarding this cause celebre. The sylph-like form of the young variety manager emerged from the precincts of the box office in response to a summons, and Mr. Hart thus explained his views in regard to the

rival representations of Irish life :-

the box office in response to a summons, and Mr. Hart thus explained his views in regard to the rival representations of Irish life:—

"First of all I want it to be distinctly understood that I have never sought, nor do I claim to possess in the sligatest degree a particle of influence with any journal in this city. I pay for my advertisements and attend to my legitimate business. I thought that the court was the proper place to discuss this question, until Mr. Boucleauli placed me in a position which compels me to answer the charges brought that a subject under the hands of the law would be discussed in any newspaper otherwise than as a legal question.

"I was periectly aware that Mr. Wybert Reeve was in this country and in this city also, and I am willing to meet him as the author of 'Pyke was in this country and in this city also, and I am willing to meet him as the suthor of 'Pyke as the drawn known as 'The Skibbeean' was derived. Mr. Boucleault's assertions age the forth as having whichly and maliciously stolen als play, 'The Shaughraun.' Now, here are the lacus in the case. I instructed my staye manager, Mr. Stoute, to write for my theatre an Irish drama. He compled with my request, and gave me a play which at first I thought infringed upon Mr. Boucleault's inguts, as the similarity between it and 'The Shaughraun' was very striking. I asked my friend, Judge Dowling, to see Mr. Boucleault and ask for me his permission to give at my theatre's sketch from his popular Irish play.

"The Judge told me subsequently that Mr. Boucleault nad not the slightest objection to such a representation as long as the copyrighted title was not infringed. Mr. Theodore aloss, the Treasurer of Wallack's Theatre, Indorsed this permission, adding that he would extend all managerial courtesies to my representatives to enable them to obtain all knowledge of the play they required. The plece came out at my theatre, and was acone warned by Mr. Boucleault was infringing upon his rights. Alarmed at the charge I sent or the subject of t